

APPENDIX E

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E-1 Lead, Cooperating and Participating Agency List

US 69 Lindale Reliever Route
Lead, Cooperating and Participating Agencies

Federal Lead Agency

Federal Highway Administration (FHWA)

Joint Lead Agency

Texas Department of Transportation (TxDOT)

Cooperating Agency

U.S. Army Corps of Engineers (USACE)

Participating Agencies–Federal

U.S. Environmental Protection Agency

U.S. Fish and Wildlife Service

USDA Natural Resources Conservation Service (NRCS)

Federal Emergency Management Agency

Participating Agencies–State

Texas General Land Office

Texas Parks and Wildlife Department

Texas Commission on Environmental Quality

Texas Historical Commission

State Historic Preservation Office

Texas Railroad Commission

Participating Agencies–Tribal Governments

Absentee-Shawnee Tribe of Oklahoma

Caddo Nation of Oklahoma

Cherokee Nation of Oklahoma

Choctaw Nation of Oklahoma

Kiowa Indian Tribe of Oklahoma

Mescalero Apache Tribe

Muscogee (Creek) Nation of Oklahoma

Quapaw Tribe of Indians

The Delaware Nation

Thlopthlocco Tribal Town

Tonkawa Tribe of Indians of Oklahoma

United Keetoowah Band of Cherokee Indians

Other Reviewing Agencies

U.S. Environmental Protection Agency Office of Federal Activities

Other Reviewing Agencies (continued)

U.S. Department of the Interior
U.S. Department of Housing and Urban Development
U.S. Department of Agriculture
TxDOT Environmental Affairs Division

Elected Officials–Federal

Sen. John Cornyn
Sen. Ted Cruz
Congressman Louie Gohmert

Elected Officials–State

Sen. Kevin Elife
Rep. Bryan Hughes

Elected Officials–Local

Smith County Judge
Mayor, City of Tyler
Mayor, City of Hideaway

Agencies–Local

Smith County Historical Society
Tyler Metropolitan Planning Organization
Tyler Metropolitan Chamber of Commerce
Tyler Area Chamber of Commerce
Sabine River Authority
North East Texas Regional Mobility Authority (NETRMA)
East Texas Council of Governments
Tyler Economic Development Council
City of Tyler
Smith County
City of Lindale

E-2 Invitation to Become a Participating Agency – August 14, 2006



DISTRICT FILE

Texas Department of Transportation

2709 W. FRONT STREET • TYLER, TEXAS 75702 • (903) 510-9100

August 14, 2006

Mr. Jim Cox
City of Lindale, City Administrator
201 North Main St.
Lindale, Texas 75771

Dear Mr. Cox:

Re: Invitation to Become Participating Agency in the Environmental Review Process for the LP 49/US 69 Lindale Reliever.

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT) is initiating the preparation of an Environmental Impact Statement for proposed LP 49/US 69 Lindale Reliever. The proposed project is to construct a new location LP 49/US 69 roadway with the limits from the planned LP 49 West/IH 20 interchange to a point along the existing US 69 north of the City of Lindale, Texas. The purpose of the project, as currently defined, is to provide a safe and efficient transportation corridor. The enclosed scoping information packet provides more details. A preliminary coordination plan and schedule are also enclosed.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FHWA project, increasing the transparency of the process, as well as opportunities for participation. The requirements of section 6002 apply to the project that is the subject of this memorandum. As part of the environmental review process for this project, the lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become participating agencies in the environmental review process.¹ Your agency has been identified preliminarily as one that may have an interest in this project, because it may affect transportation planning in your city; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, you will be asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

¹ Designation as a "participation agency" does not imply that the participating agency supports the proposed project or has any jurisdiction over, or special expertise concerning the proposed project or its potential impacts. A "participating agency" differs from a "cooperating agency," which is defined in regulations implementing the National Environmental Policy Act as "any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment." 40 C.F.R. § 1508.5.

Your agency does not have to accept this invitation. If, however, your agency is a Federal agency, and if you elect not to become a participating agency, you must decline this invitation in writing, indicating that your agency has no jurisdiction or authority with respect to the project, no expertise or information relevant to the project, and does not intend to submit comments on the project. The declination may be transmitted electronically to redmond@dot.state.tx.us; please include the title of the official responding. Written responses from Federal agencies declining designation as participating agencies should be transmitted to this office not later than September 12, 2006.

Additional information will be forthcoming during the public scoping process, notification of which will be provided in the near future. If you have questions regarding this invitation, please contact Randy Redmond, P.E. at (903) 510-9296.

Sincerely,

**ORIGINAL SIGNED BY
MARY M. OWEN**

Mary M. Owen, P.E.
District Engineer

Attachments: Scoping Information Packet
Draft Coordination Plan
Draft Schedule

cc: Federal Highway Administration

**E-3 TxDOT Transmittal Letter to FHWA Draft Need and Purpose & Coordination Plan --
November 6, 2006 & August 14, 2006**



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

November 6, 2006

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

Mr. Al Alonzi
Acting Division Administrator
Federal Highway Administration
300 East 8th Street, Room 826
Austin, TX 78701

Attn: Mohammad Farhoud

Dear Mr. Alonzi:

The Texas Department of Transportation (TxDOT) proposes to construct the U.S. 69 Lindale Reliever Route/Loop 49 North roadway facility in Smith County, Texas. The proposed improvement would involve construction of a U.S. 69/Loop 49 roadway on new location with limits from the planned Loop 49 West/IH 20 Interchange to a point along the existing U.S. 69 North of the City of Lindale. The proposed project would be approximately 5 to 6 miles in length, depending on the alternative selected. This project would primarily serve as a connector/continuation between Loop 49 and U.S. 69 and will be evaluated as a toll road candidate project.

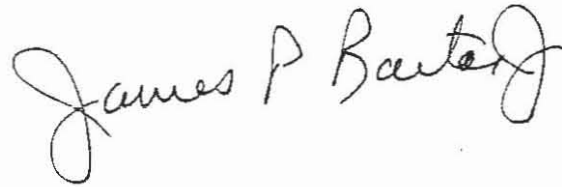
Publication of the NOI occurred in the Texas Register on August 11, 2006, and in the Federal Register on August 18, 2006. An agency/public scoping meeting was held on September 25, 2006, at the Lindale High School Auditorium. TxDOT will hold a second public/agency scoping meeting in the Fall/Winter of 2006, after your agency has concurred with the Need & Purpose and Coordination Plan for the proposed roadway, in order to present the final Need and Purpose and move toward a discussion of alternatives to be considered.

Attached for your review and concurrence is a copy of the Need and Purpose along with the Coordination Plan for the proposed U.S. 69 Lindale Reliever Route/Loop 49 North located in Smith County. Please sign the attached concurrence statement to indicate that the Need and Purpose and Coordination Plan for the subject project are complete. If you

NOV 07 2006

have any questions or require additional information, please contact Mario Mata, Jr. at (512-416-2660).

Sincerely,

A handwritten signature in black ink, reading "James P. Barta, Jr." with a stylized flourish at the end.

James P. Barta, Jr., P.E.
Director, Project Management Section
Environmental Affairs Division

JKW
Attachment
bcc: Tyler District, FS-A
Reference: ENV 850

(Draft)
US 69/Loop 49 North
Lindale Reliever Route
Environmental Impact Statement
Coordination Plan

Prepared by:

Texas Department of Transportation
Tyler District Office
Tyler, Texas

August 14, 2006

I. INTRODUCTION

This draft Coordination Plan for the US 69/Loop 49 North Lindale Reliever Route project is preliminary, and is subject to change based on the input of participating/cooperating entities, issues encountered, and TxDOT priorities. The required components of a Coordination Plan are listed below, with a general discussion of the proposed approach included where appropriate. The tentative schedule for completion of the environmental review process is attached as Exhibit 1.

II. PUBLICATION OF NOTICE OF INTENT AND SCOPING ACTIVITIES

Publication of the NOI occurred in the Texas Register on August 11, 2006, and will occur in the Federal Register on August 2006. An agency/public scoping meeting is scheduled for September 25, 2006, at the Lindale Intermediate School auditorium.

III. DEVELOPMENT OF PURPOSE AND NEED

III.A Invitation to Agencies

TxDOT will mail letters of invitation to the initial scoping meeting to potential participating and coordinating agencies, soliciting comments on the Draft Purpose and Need and providing them with the draft coordination plan and project schedule for their comment. If the project schedule is later modified, the modified schedule will be distributed to agencies/entities identified as participating/coordinating agencies. The initial invitation letter is attached to this plan. The agency comment period will be 30 days.

III.A.1 Participating/Coordinating Agencies

The following list identifies potential participating and coordinating agencies that will be contacted:

Smith County
Tyler MPO
City of Lindale
City of Hide-a-Way
Smith County Historical Commission Chair
Texas General Land Office (GLO)
USDA-Natural Resources Conservation Service (NRCS)
Texas Railroad Commission
Texas Commission on Environmental Quality (TCEQ)
Environmental Protection Agency (EPA)
U.S. Army Corps of Engineers (USACE)
Tribal Coordination
State Historical Preservation Office (SHPO)
Texas Historical Commission (THC)
Texas Parks and Wildlife Department (TPWD)
U.S. Fish and Wildlife Department (USFWS)
Sabine River Authority,
East Texas Council of Governments (ETCOG)
Northeast Texas Regional Mobility Authority (NETRMA)

III.B Public Involvement

TxDOT will hold a Public Involvement Opportunity to solicit comments on the scope of the EIS, as well as the Draft Purpose and Need, and will provide the preliminary project schedule included with the coordination plan.

The Public Involvement Opportunity must be publicized and can take the form of meetings/workshops, solicitations of verbal or written input, conference calls, website postings, distribution of printed materials, or other means as appropriate. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol.

The project schedule may be made available by posting on a project website, distributed to the people on a well-advertised mailing list, or handed out at the public meetings. If the schedule is later modified, the modified schedule must be shared with the public in the same way as the previous schedule.

The public comment period will not exceed 30 days.

IV. IDENTIFICATION OF RANGE OF ALTERNATIVES

TxDOT will determine the appropriate methodologies and level of detail required in the analysis of each alternative, in consultation with FHWA and the public.

IV.A Agency Comment

TxDOT will solicit comments on the analysis of project alternatives from all participating agencies. The agency comment period will not exceed 30 days.

If comments regarding methodologies and level of detail to be used in the analysis of project alternatives are provided, the commenting agency should describe the alternate methodology that it prefers and state why. After the participating agencies have had the opportunity to comment, TxDOT will make the final decision on the methodology and level of detail to be used, and relay that decision to participating agencies.

IV.B Public Involvement

TxDOT will hold a Public Involvement Opportunity to solicit comments on the project alternatives.

The Public Involvement Opportunity will be publicized and can take the form of meetings/workshops, solicitations of verbal or written input, conference calls, website postings, distribution of printed materials, or other means as appropriate. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol.

The public comment period will not exceed 30 days.

V. COLLABORATION ON IMPACT ASSESSMENT METHODOLOGIES

TxDOT will collaborate with the FHWA, cooperating and participating agencies regarding the methodologies to be utilized in the impact assessment process. The method of collaboration will be primarily informal communications.

Products of this process, such as comparison matrices or impact summaries, will be circulated to those entities requesting a participating role in the project, for their review and comment.

VI. COMPLETION OF DEIS

Notice of publication of the DEIS will be published in the Federal Register. The comment period for agencies and the public is not to exceed 60 days after publication.

VII. IDENTIFICATION OF THE PREFERRED ALTERNATIVE AND THE LEVEL OF DESIGN DETAIL

After the completion of the scoping process, TxDOT will develop a reasonable number of reasonable alignment alternatives (at least two), which will be carried forward (along with the No Build Alternative) for detailed evaluation in the EIS document. All reasonable alternatives, as well as the No Build, will be evaluated to an equivalent level of detail in the DEIS document.

VIII. COMPLETION OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

If the Draft EIS identifies one of the build alternatives as the recommended preferred alternative, TxDOT will request from FHWA permission to develop for the Final EIS a higher level of design detail than for the other alternatives. This request may be included in a letter to the lead federal agency requesting acceptance of the identification of a preferred alternative.

IX. COMPLETION OF ROD

Following approval of the Final EIS (FEIS), the FHWA will prepare a Record of Decision (ROD) for the proposed undertaking. This ROD will summarize the findings of the EIS process and compile a list of commitments included in the FEIS document.

X. COMPLETION OF PERMITS, LICENSES, OR APPROVALS AFTER THE ROD

All required permits, licenses or approvals identified in the Final EIS will be obtained prior to the initiation of construction, in a manner consistent with all local, state and federal laws. Environmental commitments from the FEIS will be summarized in the Record of Decision.

**Exhibit 1. Preliminary Schedule for Completion of Environmental Review Process for
Proposed US 69/Loop 49 Lindale Reliever Route**

Activity	Expected Occurrence
Notice of Intent Publication and Scoping Activities	Summer 2006
Development of Purpose and Need	Summer /Fall 2006
Identification of Range of Alternatives	Fall 2006
Collaboration on Impact Assessment Methodologies	Winter 2006/2007
Completion of the DEIS	Spring 2007
Identification of the Preferred Alternative and the Level of Design Detail	Winter/Spring 2007
Completion of the Final Environmental Impact Statement (FEIS)	Fall 2007
Completion of ROD	Winter 2007
Completion of Permits, Licenses, or Approvals after the ROD	Prior to Construction (to be determined based on funding)

US 69 Lindale Reliever Route/Loop 49 North— Need and Purpose (Draft)

The Texas Department of Transportation (TxDOT) proposes to construct the US 69 Lindale Reliever Route/Loop 49 North roadway facility in Smith County, Texas. The proposed improvement would involve construction of a US 69/Loop 49 roadway on new location with limits from the planned Loop 49 West/IH 20 interchange to a point along the existing US 69 approximately __ miles north of the City of Lindale. The proposed project would be approximately 5 to 6 miles in length, depending on the alternative selected. This project would primarily serve as a connector/continuation between Loop 49 and US 69 and will be evaluated as a toll road candidate project.

A Feasibility Study prepared in 2001 evaluated four corridor alternatives along new location right-of-way and a No-Build alternative, resulting in the identification of a recommended study corridor. Subsequent public involvement opportunities have identified additional study corridors. Evaluation of these corridor alternatives, as well as a reasonable number of alignment alternatives within the study corridors, will be documented in the Environmental Impact Statement (EIS).

Need for the Proposed Action

The proposed improvements would be designed to provide a safe and efficient transportation corridor. The TxDOT has identified the following underlying needs that the project would address: safety, mobility, connectivity and capacity.

Safety

- A considerable amount of growth and retail development has occurred in the area surrounding Tyler. Residential, industrial and commercial growth has occurred in and around the City of Lindale. This trend is expected to continue. Accompanying the economic benefits of growth is an increase in traffic volumes that is impacting the existing US 69 system, with particularly heavy congestion in downtown Lindale. Completion of the Loop 49 West facility without a US 69 Reliever Route being in place would force Loop 49 West traffic traveling through on US 69 to utilize the current roadway through Lindale, exacerbating the traffic and decreasing roadway safety on the existing facility.

Based on projected traffic volumes provided by TxDOT, with the reliever route constructed, the 2027 volume would be 28,400 vehicles per day (vpd) on the existing US 69 north of IH 20. This volume is comparable to the 2007 projected volume of 29,000 vpd (without the proposed reliever route constructed). Without the reliever route in place, the projected volume on US 69 north of IH 20 is projected to be 35,000 vpd (from *Feasibility Study for Lindale Reliever Route in Smith County*; TxDOT, 2001).

Mobility

- Another factor in determining the need and location of the Lindale reliever route is TxDOT's plan for Loop 49 around the City of Tyler. The southern and western sections of the loop (Loop 49 West) around Tyler has received a designation for a toll road and the proposed Lindale Reliever Route facility would be an extension of Loop 49 continuing north and tying into existing US 69 north of Lindale, providing an important link in regional transportation mobility.

System Linkage

- Loop 49 provides a critical link in the integrated regional transportation network, ultimately providing a circumferential loop around the City of Tyler (when combined with IH 20) while allowing through-traffic to bypass the existing and increasingly congested roadway network within the city, particularly US 69 (which transits highly populated residential areas through Tyler). US 69 is a component of the Texas Trunk System and provides for the safe, effective, and efficient movement of people and freight goods in east and northeast Texas.

Capacity

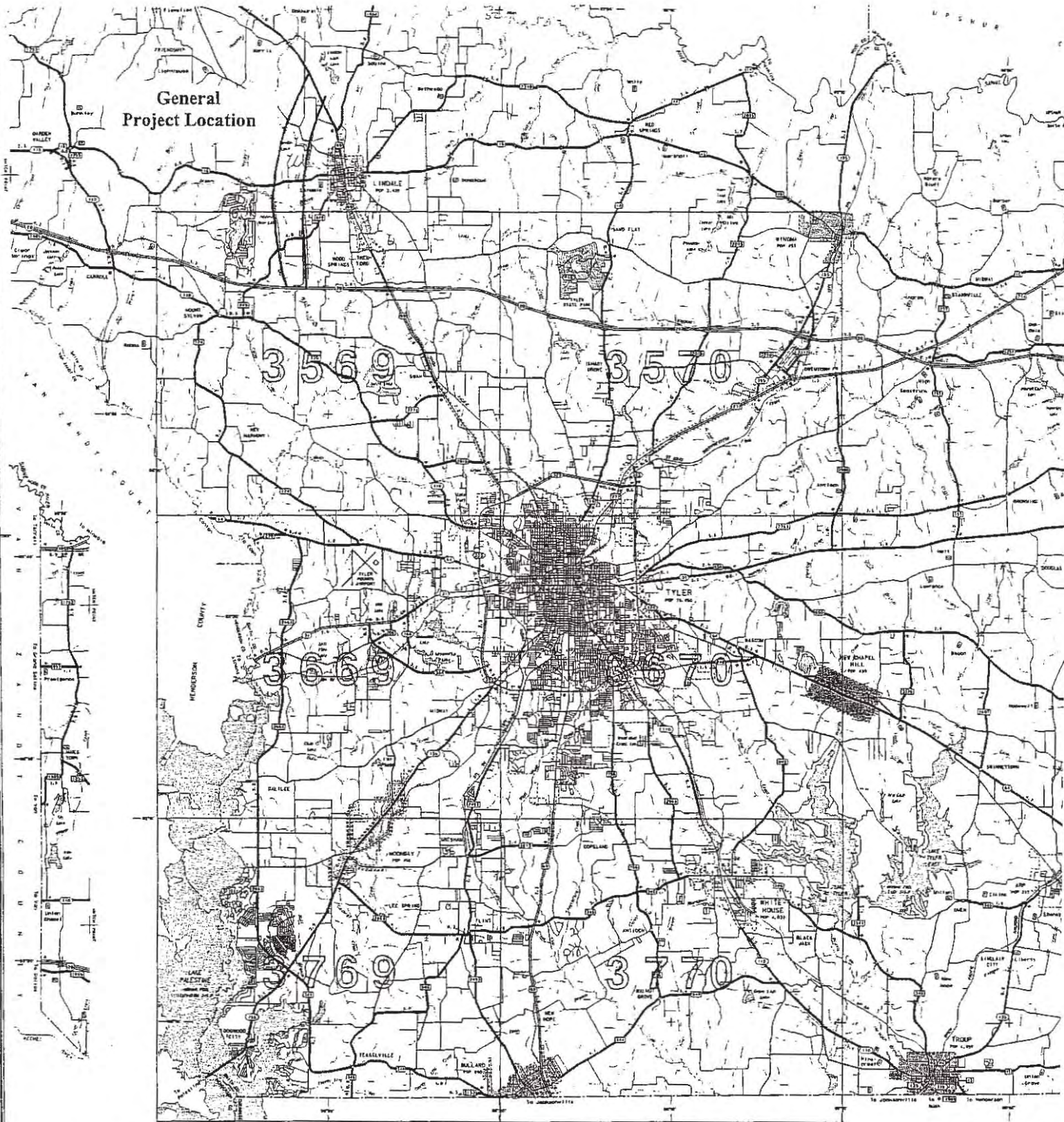
- The proposed facility would be designed to provide adequate capacity to meet future traffic demands and volumes. The upgrade of US 69 from Lindale to Mineola to a four-lane divided facility is under construction and Loop 49 West is approved and moving forward. The Lindale section would create a bottleneck between these two upgraded roadway sections if a reliever route/connector is not constructed. US 69 north of Lindale, IH 20 and Loop 49 West will be divided freeway facilities without stop lights/signs, unlike the section of US 69 through downtown Lindale, which includes an urban, undivided section with multiple stops.

Purpose of the Proposed Action

The purpose of the proposed project will serve the stated needs by:

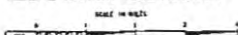
- Improving safety, thereby reducing accident rates.
- Providing a highway which would facilitate the movement of people and goods throughout the region. The proposed facility would complement the regional US 69 and Loop 49 concepts.
- Providing adequate capacity to meet future traffic demands and volumes. Improving capacity is consistent with the policies and goals adopted within the Tyler District's long range plans and the Tyler Metropolitan Planning Organization's (MPO's) plan.

General Project Location



GENERAL HIGHWAY MAP SMITH COUNTY TEXAS

PREPARED BY THE
TEXAS DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PLANNING
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

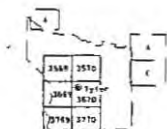


1990
1990 CENSUS FIGURES

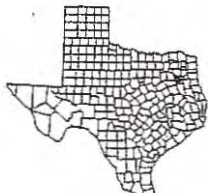
HIGHWAYS REVISED TO JUNE 1, 1996

NOTICE
This map has been prepared for information and is not intended to be used for any purpose other than that for which it was prepared. It is not intended to be used for any purpose other than that for which it was prepared.

TRAVELER INFORMATION
This map is a general reference map and is not intended to be used for any purpose other than that for which it was prepared. It is not intended to be used for any purpose other than that for which it was prepared.



KEY TO SUPPLEMENTARY SHEETS



KEY TO COUNTIES

Legend for symbols and line types used on the map, including various road types and features.

**E-4 Participating Agency Responses to November 16, 2006 Meeting Including Corridor
Evaluation Criteria and Relative Importance Factor Survey Dated
November 6, 2006**

December 15, 2006

Amy Stotts
Texas Department of Transportation
Environmental Specialist
2709 W. Front Street
Tyler, TX 75702

RE: US 69/LP 49 Lindale Reliever, Corridor Evaluation Criteria and Relative Importance Factor Survey (CSJ 0190-04-033, Smith County)

Dear Ms. Stotts:

As a participating agency in the Environmental Impact Statement (EIS) Study for the project referenced above, the Texas Parks and Wildlife Department (TPWD) Wildlife Habitat Assessment Program staff has completed the Corridor Evaluation Criteria and Relative Importance Factor Survey as provided at most recent public meeting held November 16, 2006.

Corridor Evaluation Criteria and Relative Importance Factor Survey

TPWD requests that additional criteria relating to wildlife habitat and rare resources be included in the project's corridor evaluation. Please review the enclosed survey (TPWD_Hardin_2006 11 16 Corridor Criteria Survey) for the additional criteria and for the assigned Relative Importance Factors (RIF). TPWD chose only to provide RIFs to those criteria that apply to fish, wildlife, and cultural resources of the state.

Preliminary Rare Resource Review

TPWD conducted a preliminary review of the Natural Diversity Database (NDD) (formerly the Biological and Conservation Data System) to aid in identifying any known rare resources within the vicinity of the project study area. Avoidance, minimization and mitigation measures regarding potential impacts to rare resources should be included in the Corridor Alternatives analysis.

The following five PDF documents are enclosed:

Amy Stotts
Page 2
December 15, 2006

- Lindale_EO_List.pdf – Lists the rare resources within 10 miles of the project area and identifies the tracked status each resource.
- lindale_eo_id_tracked.pdf – Provides the Element of Occurrence Records for all tracked resources within 10 miles.
- lindale_eo_id_watched.pdf – provides the Elements of Occurrence Records for all watched resources within 10 miles
- LindaleStudyArea_EO_1612_&_7822.pdf –provides a rough map of 2 known occurrences within the Study Area
- Lindale_10_miles.pdf -Provides a rough map of the occurrences within 10 miles of the project area.

Printouts for the occurrence records are enclosed for your planning reference. **To protect the resource, please do not release this information publicly or include Elements of Occurrence Records or maps in draft or final documents.** Because some species are especially sensitive to collection or harassment, these records are for your reference only.

Given the small proportion public versus private land in Texas, the NDD does not include a representative inventory of rare resources in the state. Although it is based on the best data publicly available to TPWD regarding rare species, the data from the NDD do not provide a definitive statement as to the presence, absence, or condition of special species, natural communities, or other significant features within your project area. These data cannot substitute for on-site evaluation by qualified biologists. The NDD information is intended to assist you in avoiding harm to species that may occur on your project site.

If you have any questions, please contact me at (903) 675-4447.

Sincerely,

Karen B. Hardin
Wildlife Habitat Assessment Program
Wildlife Division

kbh:xxxx

11/16/2006

Corridor Evaluation Criteria & Relative Importance Factor Survey US 69 Lindale Reliever

Participating Agency Instructions:

STEP 1. Page 2 and 3 of this document contains a list of criteria being considered to be used to evaluate corridor alternatives for this project. Please review this list for completeness in evaluating these corridors. Any agency may propose additional criteria for inclusion into the corridor evaluation and if so presented, may be included in the evaluation process if approved by a majority of the Participating Agencies present and if consistent with FHWA guidance. For example, within the social context of local deer hunting, one agency could propose that we should look at the number of Deer Stands within each corridor. If a majority of the agencies present agree, and if consistent with FHWA guidance, we would add criteria #18, Number of Deer Stands, under Social/Human Environment Criteria.

The goal of this step will be to gain input from the Participating Agencies concerning the criteria to be used for the project's Impact Assessment Methodology.

STEP 2. For each criteria identified in STEP 1, determine a Relative Importance Factor from a scale of numbers as identified below ranging from 1 (representing very small emphasis) to 5 (representing very strong emphasis). There is no "right" or "wrong" answer here. All evaluation criteria will be considered in the evaluation process. Choose the number that most reflects your and your Participating Agency's opinions as to the Relative Importance Factor each criteria should have for evaluating the corridor alternatives. Use the following Relative Importance Factor scale for your selection.

- 1 = Very Small Emphasis
- 2 = Small Emphasis
- 3 = Some Emphasis
- 4 = Strong Emphasis
- 5 = Very Strong Emphasis

+ Speak for your agency; give your honest opinion.

+ Vary your responses. You might begin filling out the survey thinking all the items are extremely important. But some statements need more emphasis than others. Show these variations in your responses.

The goal of this step will be to gain input from the Participating Agencies concerning the relative importance of each criteria to be used for the project's Impact Assessment Methodology.

If desired, the Participating Agency may take this survey back to their office to garner additional input from agency peers. Surveys must be delivered to TxDOT (TxDOT Tyler District Office, Attn: Amy Stotts, 2709 W Front Street, Tyler, Texas 75702 or TxDOT Mineola Area Office Attn: Ladd Thompson, 205 NE Loop 564, Mineola, Texas 75773) prior to 5:00 p.m. local time on Friday December 15, 2006. Surveys received after this deadline may or may not be included in this survey data.

Criteria & Relative Importance Survey

Criteria Number	Criteria	Relative Importance Factor (1-5)
Project Cost & Engineering Criteria		
1	Project length	
2	Project Construction Cost	
3	Project ROW and Utility Adjustment Cost	
4	Number of major utility crossings requiring adjustment	
5	Ability to economically construct project in phases	
6	Existing Topography and Earthwork requirements	
Project Safety and Access Criteria		
1	Number of Interchanges	
2	Skew of Interchanges	
3	Number of Grade separations	
4	Skew of Grade separations	
5	Access to Developing Areas	
6	Number of new access roads	
7	Length of new access roads	
Social/Human Environment Criteria		
1	Commercial Land Use	
2	Community Land Use	
3	Church Land Use	
4	Oil/Gas Land Use	
5	Park Land Use	5
6	Public Land Use	5
7	Residential Land Use	
8	Mixed Residential/Commercial Land Use	
9	School Land Use	
10	Pedestrian and Bicycle Facilities	3
11	Air Quality – Attainment Issues	
12	Noise Levels – Receivers within corridor	
13	Historic and Archeological Assets (recorded)	4
14	Cemeteries	
15	Social and Economic Impact of Tolloed Highway	
16	Hazardous Waste Sites	
17	Water Wells (recorded)	

11/16/2006

	Natural Environment Criteria	
1	Waters of the US/Wetlands – Acres	5
2	Waters of the US/Streams – Linear Feet	5
3	Water Quality – 303(d) listed streams	5
4	Wildlife Habitat – Forested Area	See added criteria
4a	Wildlife Habitat – Bottomland and/or Riparian Forest Area	5
4b	Wildlife Habitat – Native Grassland and/or Post Oak Savannah Area	5
4c	Wildlife Habitat – Upland Forest Area	3
4d	Wildlife Habitat – Commercial Forest Area (i.e. pine plantation)	1
4e	Wildlife Habitat – Introduced Grassland Area	1
4f	Fragmentation of Wildlife Habitat	3
5	Floodplains – number of crossings	2*
6	Floodplains – acres	2*
7	Threatened/Endangered Species– Federally Listed Occurrences	5
8	Threatened/Endangered Species– State Listed Occurrences	4
8a	Occurrences of State Tracked Rare Resources (other than state and federal T&E species)	3
9	Aesthetic and Scenic Quality – degree of constraint	2

* Construction in floodplains can have indirect impacts depending on the amount of the floodplain that will be spanned by bridges, as longer spans typically allow greater mobility for wildlife that travel riparian/bottomland corridors associated with streams and floodplains.

11/16/2006

Criteria & Relative Importance Survey

Criteria Number	Criteria	Relative Importance Factor (1-5)
Project Cost & Engineering Criteria		
1	Project length	1
2	Project Construction Cost	3
3	Project ROW and Utility Adjustment Cost	2
4	Number of major utility crossings requiring adjustment	4
5	Ability to economically construct project in phases	4
6	Existing Topography and Earthwork requirements	4
Project Safety and Access Criteria		
1	Number of Interchanges	5
2	Skew of Interchanges	3
3	Number of Grade separations	3
4	Skew of Grade separations	3
5	Access to Developing Areas	5
6	Number of new access roads	2
7	Length of new access roads	2
Social/Human Environment Criteria		
1	Commercial Land Use	4
2	Community Land Use	4
3	Church Land Use	2
4	Oil/Gas Land Use	2
5	Park Land Use	2
6	Public Land Use	2
7	Residential Land Use	4
8	Mixed Residential/Commercial Land Use	5
9	School Land Use	2
10	Pedestrian and Bicycle Facilities	1
11	Air Quality – Attainment Issues	4
12	Noise Levels – Receivers within corridor	4
13	Historic and Archeological Assets (recorded)	3
14	Cemeteries	
15	Social and Economic Impact of Tolloed Highway	4
16	Hazardous Waste Sites	5
17	Water Wells (recorded)	1

11/16/2006

	Natural Environment Criteria	
1	Waters of the US/Wetlands – Acres	1
2	Waters of the US/Streams – Linear Feet	1
3	Water Quality – 303(d) listed streams	2
4	Wildlife Habitat – Forested Area	3
5	Floodplains – number of crossings	1
6	Floodplains – acres	1
7	Threatened/Endangered Species– Federally Listed Occurrences	1
8	Threatened/Endangered Species– State Listed Occurrences	1
9	Aesthetic and Scenic Quality – degree of constraint	4

11/16/2006

Corridor Evaluation Criteria & Relative Importance Factor Survey US 69 Lindale Reliever

Participating Agency Instructions:

STEP 1. Page 2 and 3 of this document contains a list of criteria being considered to be used to evaluate corridor alternatives for this project. Please review this list for completeness in evaluating these corridors. Any agency may propose additional criteria for inclusion into the corridor evaluation and if so presented, may be included in the evaluation process if approved by a majority of the Participating Agencies present and if consistent with FHWA guidance. For example, within the social context of local deer hunting, one agency could propose that we should look at the number of Deer Stands within each corridor. If a majority of the agencies present agree, and if consistent with FHWA guidance, we would add criteria #18, Number of Deer Stands, under Social/Human Environment Criteria.

The goal of this step will be to gain input from the Participating Agencies concerning the criteria to be used for the project's Impact Assessment Methodology.

STEP 2. For each criteria identified in STEP 1, determine a Relative Importance Factor from a scale of numbers as identified below ranging from 1 (representing very small emphasis) to 5 (representing very strong emphasis). There is no "right" or "wrong" answer here. All evaluation criteria will be considered in the evaluation process. Choose the number that most reflects your and your Participating Agency's opinions as to the Relative Importance Factor each criteria should have for evaluating the corridor alternatives. Use the following Relative Importance Factor scale for your selection.

- 1 = Very Small Emphasis
- 2 = Small Emphasis
- 3 = Some Emphasis
- 4 = Strong Emphasis
- 5 = Very Strong Emphasis

- + Speak for your agency; give your honest opinion.
- + Vary your responses. You might begin filling out the survey thinking all the items are extremely important. But some statements need more emphasis than others. Show these variations in your responses.

The goal of this step will be to gain input from the Participating Agencies concerning the relative importance of each criteria to be used for the project's Impact Assessment Methodology.

If desired, the Participating Agency may take this survey back to their office to garner additional input from agency peers. Surveys must be delivered to TxDOT (TxDOT Tyler District Office, Attn: Amy Stotts, 2709 W Front Street, Tyler, Texas 75702 or TxDOT Mineola Area Office Attn: Ladd Thompson, 205 NE Loop 564, Mineola, Texas 75773) prior to 5:00 p.m. local time on Friday December 15, 2006. Surveys received after this deadline may or may not be included in this survey data.

E-5 TxDOT Transmittal of Need and Purpose/Coordination Plan Concurrence; Request to FHWA Concurrence December 21, 2006



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

December 21, 2006

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

Mr. Al Alonzi
Acting Division Administrator
Federal Highway Administration
300 East 8th Street, Room 826
Austin, TX 78701

Attn: Mohammad Farhoud

Dear Mr. Alonzi:

The Texas Department of Transportation (TxDOT) proposes to construct the U.S. 69 Lindale Reliever Route/Loop 49 North roadway facility in Smith County, Texas. The proposed improvement would involve construction of a U.S. 69/Loop 49 roadway on new location with limits from the planned Loop 49 West/IH 20 Interchange to a point along the existing U.S. 69 North of the City of Lindale. The proposed project would be approximately 5 to 6 miles in length, depending on the alternative selected. This project would primarily serve as a connector/continuation between Loop 49 and U.S. 69 and will be evaluated as a toll road candidate project.

Publication of the NOI occurred in the Texas Register on August 11, 2006, and in the Federal Register on August 18, 2006. An agency/public scoping meeting was held on September 25, 2006, at the Lindale High School Auditorium. A participating agency meeting was held on November 16, 2006 at the Kinsey Community Center in Lindale, Texas. TxDOT plans to hold a second public/agency meeting in February/March 2007, after your agency has concurred with the Need & Purpose and Coordination Plan for the proposed roadway, in order to present the final Need and Purpose and move toward a discussion of alternatives to be considered.

Attached for your review and concurrence is a copy of the Need and Purpose along with the Coordination Plan for the proposed U.S. 69 Lindale Reliever Route/Loop 49 North located in Smith County. Please sign the attached concurrence statement to indicate that the Need and Purpose and Coordination Plan for the subject project are acceptable to you.

RECEIVED

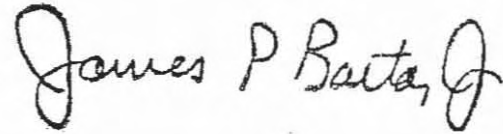
DEC 27 2006

IN THE
TYLER DIST MAIL ROOM

Jay Lullios
Q/H ✓
↓
D.B. DB
↓
A.S.

have any questions or require additional information, please contact Mario Mata, Jr. at (512-416-2660).

Sincerely,

A handwritten signature in black ink that reads "James P. Barta, Jr." The signature is written in a cursive style with a large, stylized "J" at the end.

James P. Barta, Jr., P.E.
Director, Project Management Section
Environmental Affairs Division

MLM
Attachment
bcc: Tyler District, FS-A
Reference: ENV 850

FEDERAL HIGHWAY ADMINISTRATION

CONCURRENCE

FOR

Need and Purpose and Coordination Plan

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

The FHWA has determined that the Need and Purpose along with the Coordination Plan for the subject project are complete and allow for further project development

DATE

FEDERAL HIGHWAY ADMINISTRATION

US 69 Lindale Reliever Route/Loop 49 North-- Need and Purpose

The Texas Department of Transportation (TxDOT) proposes to construct the US 69 Lindale Reliever Route/Loop 49 North roadway facility in Smith County, Texas. The proposed improvement would involve construction of a US 69/Loop 49 roadway on new location with limits from the approved Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale. The proposed project would be approximately 5 to 6 miles in length, depending on the alternative selected. This project would primarily serve as a connector/continuation between Loop 49 and US 69 and will be evaluated as a toll road candidate project.

A Feasibility Study prepared in 2001 evaluated four corridor alternatives along new location right-of-way and a No-Build alternative, resulting in the identification of a recommended study corridor. Subsequent public involvement opportunities have identified additional study corridors. Evaluation of these corridor alternatives, as well as a reasonable number of alignment alternatives within the study corridors, will be documented in the Environmental Impact Statement (EIS). The study area is illustrated on the attached exhibit.

Need for the Proposed Action

The proposed improvements would be designed to provide a safe and efficient transportation corridor. TxDOT has identified the following underlying needs that the project would address: safety, mobility, connectivity and capacity.

Safety

- A considerable amount of development including retail development has occurred in the area surrounding Tyler. Residential, industrial and commercial growth has also occurred in and around the City of Lindale. The cities of Tyler and Lindale expect the trend in increasing development to continue. Accompanying the economic benefits of development is an increase in traffic volumes that is impacting the existing US 69 system, with heavy congestion occurring in downtown Lindale. Completion of the Loop 49 West facility without a US 69 Reliever Route being in place would force Loop 49 West traffic traveling through on US 69 to utilize the current roadway through Lindale, exacerbating the traffic and decreasing roadway safety on the existing facility.

Based on projected traffic volumes provided by TxDOT, with the reliever route constructed, the 2027 volume would be 28,400 vehicles per day (vpd) on the existing US 69 north of IH 20. This volume is comparable to the 2007 projected volume of 29,000 vpd (without the proposed reliever route constructed). Without the reliever route in place, the projected volume on US 69 north of IH 20 is

projected to be 35,000 vpd (from *Feasibility Study for Lindale Reliever Route in Smith County*; TxDOT, 2001).

Mobility/System Linkage

- Another factor in determining the need and location of the Lindale Reliever Route is TxDOT's plan for the Loop 49 around the City of Tyler. The southern and western sections of the Loop (Loop 49 West) around Tyler has received a designation for a toll road and the proposed Lindale Reliever Route facility would be an extension of Loop 49 continuing north and tying into existing US 69 north of Lindale, providing an important link in regional transportation mobility.
- Loop 49 provides a critical link in the integrated regional transportation network, ultimately providing a circumferential loop around the City of Tyler (when combined with IH 20) while allowing through-traffic to bypass the existing and increasingly congested roadway network within the city, particularly US 69 (which transits highly populated residential areas through Tyler). US 69 is a component of the Texas Trunk System and provides for the safe, effective, and efficient movement of people and freight goods in east and northeast Texas.

Capacity

- The proposed facility would be designed to provide adequate capacity to meet future traffic demands and volumes. The upgrade of US 69 from Lindale to Mineola to a four-lane divided facility is under construction and Loop 49 West is approved and moving forward. The Lindale section would create a bottleneck between these two upgraded roadway sections if a reliever route/connector is not constructed. US 69 north of Lindale, IH 20 and Loop 49 West will be divided freeway facilities without stop lights/signs, unlike the section of US 69 through downtown Lindale, which includes an urban, undivided section with multiple stops.

Corridor Preservation

- The proposed action would acquire and preserve approximately 450 feet of right-of-way for current and future transportation improvements within the study limits. Adequate right-of-way would be acquired for future entities to construct additional main lane and potentially frontage road capacity, as funding becomes available and the travel demand dictates. Much of the additional right-of-way to be acquired for the proposed facility is currently undeveloped. However, development is occurring rapidly within the area. Future acquisition of developed right-of-way would be much more expensive for local and statewide taxpayers.

Note that future construction of an ultimate freeway facility would be addressed in a future NEPA document.

Purpose of the Proposed Action

The purpose of the proposed project will serve the stated needs by:

- Improving safety, thereby reducing accident rates.
- Providing a highway which would facilitate the movement of people and goods throughout the region. The proposed facility would complement the regional US 69 and Loop 49 concepts.
- Providing adequate capacity to meet future traffic demands and volumes. Improving capacity is consistent with the policies and goals adopted within the Tyler District's long range plans and the Tyler Metropolitan Planning Organization's (MPO's) Metropolitan Transportation Plan (MTP).

**US 69/Loop 49 North
Lindale Reliever Route**

Environmental Impact Statement Coordination Plan

CSJ 0190-04-033

Prepared by:

**Texas Department of Transportation
Tyler District Office
Tyler, Texas**

Revised December 21, 2006

The purpose of a Coordination Plan (Plan), one of several requirements under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: a Legacy for Users (SAFETEA-LU) (August 10, 2005) bill of 2005, is to coordinate public and agency (Federal Lead, Joint Lead, Cooperating, Participating) participation and comment during the environmental review process associated with the preparation of an environmental impact statement (EIS) for the extension of US 69/Loop 49 in Smith County, Texas. The Plan integrates The National Environmental Policy Act of 1969, as amended (NEPA) requirements with other environmental review and consultation requirements in order to reduce delay in the environmental review process.

This Plan has been prepared in collaboration with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) and consists of the following sections:

- Section 1. Agency Definitions
- Section 2. Agency Expectations
- Section 3. Specific Milestones Review Process
- Section 4. Issues Resolution Process
- Exhibit 1. Preliminary Schedule for Completion of Environmental Review Process

The Plan for the US 69/Loop 49 North Lindale Reliever Route project is preliminary, and is subject to change based on the input of Federal Lead, Agency (FHWA), Joint Lead Agency (TxDOT), Participating and Cooperating entities. The preliminary schedule for completion of the environmental review process is attached as Exhibit 1.

1. AGENCY DEFINITIONS

Federal Lead Agency: The Department of Transportation agency conducting the NEPA analysis. For US 69/Loop 49, this is FHWA.

Federal Lead Agency	Contact Person / Title	Phone / Email
Federal Highway Administration (FHWA)	Mohammad Farhoud / Area Engineer	(512) -536-5925 Mohammad.Farhoud@fhwa.dot.gov

Joint Lead Agency: A project sponsor that is a state or local government receiving SAFETEA-LU funds. For US 69/Loop 49, this is TxDOT.

Joint Lead Agency	Contact Person / Title	Phone / Email
Texas Department of Transportation (TxDOT)	Jay Tullos / Environmental Coordinator, Tyler District	(903) -510-9153 jtullos@dot.state.tx.us
	Amy Stotts / Environmental Specialist	(903) 510-9107 astotts@dot.state.tx.us

Cooperating Agencies: Federal agencies other than the Federal Lead Agency who have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. For US 69/Loop 49, these are:

Cooperating Agencies*	Contact Person / Title	Phone / Email
U.S. Army Corps of Engineers	Neil Lebsock	(817) 886-1743 neil.m.lebsock@swf02.usace.army.mil

* Cooperating Agencies are also considered to be Participating Agencies.

Participating Agencies: Federal, state, regional or local agencies that may have an interest in the project. For US 69/Loop 49, these are:

Participating Agencies	Contact Person / Title	Phone / Email
City of Hide-a-Way	Bill Kashouty / Mayor	(903) 597-2221 billk558@cox.net
City of Lindale*	Jim Cox / City Administrator	(903) 882-3422 jimcox@lindaletx.gov
City of Tyler*	Joey Seeber / Mayor Barbara Holly / Planning and Zoning Tom Mullins / Economic Development	(903) 531-1175 (800) 648-9537 tmullins@tylertexas.com
East Texas Council of Governments (ETCOG)	Glynn Knight / Executive Director	(903) 984-8641
Northeast Texas Regional Mobility Authority (NETRMA)*	Jeff Austin, III / Executive Director (Chairman)	(903) 595-6585 jeff3@austinbank.com
Sabine River Authority	Jerry Clark / Executive Director	(409) 746-2192

Smith County*	Bill Bala, P.E. / Engineer Becky Dempsey / County Judge*	(903) 590-4800 www.wbala@smith-county.com (903) 535-0577 bdempsey@smith-county.com
Smith County Historical Commission	Randall Gilbert / Smith Co. Historical Chair	
Texas General Land Office (GLO)	Jerry Patterson / Commissioner	(512) 463-5001
Texas Railroad Commission		
Tyler Chamber of Commerce	Henery Bell / Chief Operating Officer	(903) 592-1661 hbell@tylertexas.com
Tyler Metro Chamber of Commerce	Dorothy Franks	
Tyler Metropolitan Planning Organization (MPO)*	Heather Nick / Senior Planner / MPO Coordinator	(903) 531-1174 hnick@tylertexas.com
Environmental Protection Agency (EPA)	Norm Sears	(214) 665-8336
State Historical Preservation Office (SHPO)	F. Lawerance Oaks / State Historic Preservation Officer	
Texas Commission on Environmental Quality (TCEQ)	Dan Burke	(512) 239-0011
Texas Historical Commission (THC)*	Adrienne V. Campbell / Historian	(512) 936-7403 Adrienne.Campbell@thc.state.tx.us
Texas Parks and Wildlife Department (TPWD)—Athens Office*	Karen Hardin / Program Specialist	(903) 675-4447 Karen.Hardin@cox-internet.com
Texas Parks and Wildlife Department (TPWD)	Celeste Brancel-Brown	(512) 389-4800
USDA-Natural Resources Conservation Service (NRCS)- Tyler Office	Susan Baggett / State Resource Conservationist / TSP Coordinator	(254) 742-9805 Susan.Baggett@tx.usda.gov

U.S. Fish and Wildlife Service (USFWS)	Thomas J. Cloud / Field Supervisor	(817) 277-1100 Tom_Cloud@fws.gov
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Entities marked with an asterisk () have notified TxDOT of their desire to be a Participating Agency.

2. AGENCY EXPECTATIONS

The expectations for Federal Lead Agency and Joint Lead Agency are:

- Take such action as is necessary and proper to facilitate the expedited review of the environmental review process.
- Ensure that any EIS or other document required under NEPA is completed in accordance with SAFETEA-LU and applicable federal law.
- Provide as early as practicable, but no later than the appropriate project milestone, project information on need and purpose, environmental resources, alternatives and proposed methodologies.
- Provide the Plan to Participating and Cooperating Agencies.
- The Federal Lead Agency (FHWA) will have ultimate responsibility for:
 1. Review and adoption of a NEPA document.
 2. Ensuring that the Joint Lead Agency (TxDOT) complies with all design and mitigation commitments.
- Development of a project purpose and need, the range of alternatives to be considered and other procedural matters.
- Involve the following tribal governments in the NEPA process:

Absentee Shawnee Tribe of Oklahoma	Caddo Nation of Oklahoma
Cherokee Nation of Oklahoma	Comanche Nation of Oklahoma*
Eastern Shawnee	Kickapoo of Kansas
Kiowa Indian Tribe	Mescalero Apache
Muscogee Nation	Qupaw Tribe
The Delaware Nation*	Thlopthlocca Tribal Town
Tonkawa Tribe	United Keetoowah Band of Indians
Wichita & Affiliated Tribes	

Tribes marked with an asterisk () have notified TxDOT of their desire to be involved.

The expectations for Cooperating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent an agency from the granting a permit or other approval needed for the project.
- Share information that may be useful to the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT), and Cooperating and Participating Agencies.

- Participate in meetings and field reviews.
- Assume, at the request of the Federal Lead Agency (FHWA), responsibility for preparing analysis over which that Cooperating Agency has special expertise.
- Make support staff available at the Federal Lead Agency (FHWA) request.
- Generally use their own resources and funds.
- Review and comment on preliminary drafts of Draft EIS and Final EIS.

The expectations for Participating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent the an agency from granting a permit, delay completion of the environmental review process, or result in denial of approval needed for the project.
- Provide input on purpose and need, methodologies, alternatives within 15 days of receipt thereof.
- Respond affirmatively in writing to the letter of invitation (for non-federal agencies) within 30 days of receipt thereof.
- Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof.
- Provide input on this Plan and schedule.
- Participate as needed in Issues Resolution Process described in Section 4.

Specific coordination with the State Historic Preservation Officer (SHPO) will be in accordance with the TxDOT/SHPO Memorandum of Agreement (MOA).

3. SPECIFIC MILESTONES REVIEW PROCESS

The Federal Lead Agency (FHWA) and the Joint Lead Agency (TxDOT) commit to the following coordination with Participating and Cooperating Agencies:

- Request to Participate Letter will be sent to potential Participating Agencies along with information about the project and specific direction to flag any issues of concern (at the beginning of scoping process).
- Request for review of the project purpose and need (response to be provided within 15 days of receipt thereof). This information on need and purpose will be provided to Participating Agencies by the Joint Lead Agency (TxDOT) as a part of the scoping process.
- Provision of pertinent information about environmental and socioeconomic resources in the area. This information will be provided by written correspondence or in a meeting.
- Review of the following information related to alternatives:
 1. Proposed range of alternatives (including relationship to previous planning studies)

2. Proposed methodologies for screening of alternatives
3. Proposed Draft EIS alternatives
4. Proposed Recommended Preferred Alternative

This information will be provided in meetings and/or by written correspondence. Response to be provided back to the Joint Lead Agency (TxDOT) about each of these within 15 days of receipt thereof.

- Provision of Draft EIS (Response to be provided within 30 days of receipt thereof).

Exhibit 1 contains details regarding each project milestone. The milestone review process will include the following:

I. Notice of Intent (NOI) and Scoping Activities. Publication of the NOI occurred in the Texas Register on August 11, 2006, and in the Federal Register on August 18, 2006. An agency/public scoping meeting was held on September 25, 2006, at the Lindale High School auditorium.

II. Development of Need and Purpose. The Joint Lead Agency (TxDOT) mailed letters of invitation to the initial scoping meeting to potential Participating and Coordinating Agencies, in order to solicit comments on the draft Need and Purpose and provide them with the draft Coordination Plan and project schedule for their comments. If the project schedule is later modified, the modified schedule will be distributed to agencies/entities identified as Participating and Coordinating agencies. The agency comment period was 30 days. The contacted agencies did not have comments on the draft Need and Purpose or draft Coordination Plan. Note: A copy of the Need and Purpose Statement is attached to this Coordination Plan.

Participating and Coordinating Agencies were contacted by letter dated August 14, 2006. TxDOT will solicit comments on the analysis of project alternatives from all participating agencies. The agency comment period will not exceed 30 days. If comments regarding methodologies and level of detail to be used in the analysis of project alternatives are provided, the commenting agency should describe the alternate methodology that it prefers and state why. After the participating agencies have had the opportunity to comment and provide input, TxDOT/FHWA will compile their input and make a decision on the methodology and level of detail to be used, and relay that decision to participating agencies.

TxDOT held a public/agency scoping meeting on September 25, 2006, in order to solicit comments on the scope of the EIS, as well as the draft Need and Purpose statement and draft Coordination Plan. The draft Coordination Plan included a preliminary project schedule. Approximately 115 people attended the meeting, which included an open house period as well as a formal presentation by the TxDOT project manager. No verbal or written comments regarding the draft Need and Purpose or Coordination Plan were received from members of the public or agencies. Several comments regarding potential alternatives to be considered were submitted.

TxDOT will hold a second public/agency scoping meeting in the Fall/Winter of 2006 in order to present the refined Need and Purpose and move toward a discussion of alternatives to be considered. The public meeting will be publicized and will take the form of a meeting/workshop, to include solicitation of verbal or written input. In addition, conference calls, website postings, distribution of printed materials, meetings with affected property owners, or other means as appropriate will be utilized in order to seek additional public input. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol.

The project schedule was made available in the draft Coordination Plan distributed at the September 25, 2006 meeting. In the future, the schedule will be made available by posting on a project website, distributing to the people on a project mailing list, or handing out at future public meetings. If the schedule is modified, the modified

schedule will be shared with the public in the same way as the previous schedule. The public comment period will not exceed 30 days.

TxDOT will hold an additional public involvement opportunity to solicit comments on the project alternatives. The public involvement opportunity will be publicized and will take the form of a meeting/workshop, and include solicitation of verbal or written input. In addition, conference calls, website postings, meetings with participating agencies and affected property owners, distribution of printed materials, or other means as appropriate will be utilized in order to seek additional public input. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol. The public comment period will not exceed 30 days.

III. Identification of Range of Alternatives. The Joint Lead Agency (TxDOT) will determine the appropriate methodologies and level of detail required in the analysis of each alternative, in consultation with the Lead Federal Agency (FHWA) and the public.

IV. Collaboration on Impact Assessment Methodologies. The Joint Lead Agency (TxDOT) will collaborate with the Federal Lead Agency (FHWA), Cooperating and Participating Agencies regarding the methodologies to be utilized in the impact assessment process. The method of collaboration will be primarily informal communications. Products of this process, such as comparison matrices or impact summaries, will be circulated to those entities requesting a participating role in the project, for their review and comment.

V. Completion of DEIS. Notice of publication of the Draft EIS (DEIS) will be published in the Federal Register. The comment period for agencies and the public is not to exceed 60 days after publication. A Public Hearing will be held after the DEIS is approved. The Joint Lead Agency (TxDOT) will advertise the Public Hearing according to established TxDOT/FHWA protocol.

VI. Identification of the Preferred Alternative and the Level of Design Detail. After the completion of the scoping process, the Joint Lead Agency (TxDOT) will develop a reasonable number of reasonable alignment alternatives (at least two), which will be carried forward (along with the No Build Alternative) for detailed evaluation in the EIS document. All reasonable alternatives, as well as the No Build, will be evaluated to an equivalent level of detail in the DEIS document.

VII. Completion of the Final Environmental Impact Statement (FEIS). If the DEIS identifies one of the build alternatives as the recommended preferred alternative, the Joint Lead Agency (TxDOT) will request from the Federal Lead Agency (FHWA) permission to develop for the Final EIS (FEIS) a higher level of design detail than for the other alternatives. This request may be included in a letter to the Lead Federal Agency (FHWA) requesting acceptance of the identification of a preferred alternative.

VIII. Completion of the Record of Decision (ROD). Following approval of the FEIS, the Lead Federal Agency (FHWA) will prepare a Record of Decision (ROD) for the proposed undertaking. This ROD will summarize the findings of the EIS process and compile a list of commitments included in the FEIS document.

IX. Completion of Permits, Licenses, or Approvals after the ROD. All required permits, licenses or approvals identified in the Final EIS will be obtained prior to the

initiation of construction, in a manner consistent with all local, state and federal laws. Environmental commitments from the FEIS will be summarized in the ROD.

4. ISSUES RESOLUTION PROCESS

The Federal Lead Agency (FHWA), the Joint Lead Agency (TxDOT), Cooperating and Participating Agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Based on information received from the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT), Cooperating and Participating Agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.

If issues are not being resolved in a timely manner:

- An official issues resolution meeting will be scheduled.
- If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by the Federal Lead Agency (FHWA) that all information necessary to resolve the issues has been obtained, then
- The Federal Lead Agency (FHWA) will notify the heads of all Participating and Cooperating Agencies, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives and the Council of Environmental Quality, and
- The Federal Lead Agency (FHWA) will publish such notice in the Federal Register.

Exhibit 1 Preliminary Schedule for Completion of Environmental Review Process for Proposed US 69/Loop 49 Lindale Reliever Route

Activity	Expected Occurrence
I. Notice of Intent (NOI) Publication and Scoping Activities	August-September 2006
II. Development of Need and Purpose	August-November 2006
III. Identification of Range of Alternatives	Winter 2007 (Jan. / Feb.)
IV. Identify Impact Assessment Methodologies	Winter 2007 (Jan. / Feb.)
V. Completion of the DEIS	Spring 2007
VI. Identification of the Preferred Alternative and the Level of Design Detail	Winter/Spring 2007
VII. Completion of the FEIS	Fall 2007
VIII. Completion of Record of Decision (ROD)	Winter 2007/2008
IX. Completion of Permits, Licenses, or Approvals after the ROD	Pre-Construction (based on funding availability)

**E-6 TxDOT Transmittal of Need and Purpose/Coordination Plan Concurrence; Request
for FHWA Concurrence February 22, 2007 & Concurrence April 3, 2007**



Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

February 22, 2007

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

Ms. Janice W. Brown
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, Suite 826
Austin, Texas 78701

Attn: Mohammad Farhoud

Dear Ms. Brown:

Attached for your review and concurrence is a copy of the revised Need and Purpose along with the Coordination Plan for the above section of U.S. 69 within the Tyler District. The revised copy of the documents includes FHWA's comments dated February 15, 2007. Included in the attachments is a copy of the comment/response sheet that highlights the comments by FHWA and TxDOT's response. Please sign the attached concurrence statement to indicate that the Need and Purpose and Coordination Plan for the subject project are complete. If you have any questions or require additional information, please contact Mario Mata, Jr. at (512-416-2660).

Sincerely,

James P. Barta, Jr., P.E.
Director, Project Management Section
Environmental Affairs Division

FEDERAL HIGHWAY ADMINISTRATION

CONCURRENCE

FOR

Need and Purpose and Coordination Plan

U.S. 69 Lindale Reliever Route/Loop 49 Roadway
Environmental Impact Statement
Need and Purpose/Coordination Plan
Smith County

U.S. 69/Loop 49: From the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale

The FHWA has determined that the Need and Purpose along with the Coordination Plan for the subject project are complete and allow for further project development

4/3/07
DATE


FEDERAL HIGHWAY ADMINISTRATION

US 69 Lindale Reliever Route/Loop 49 North-- Need and Purpose

The Texas Department of Transportation (TxDOT) proposes to construct the US 69 Lindale Reliever Route/Loop 49 North roadway facility in Smith County, Texas. The proposed improvement would involve construction of a US 69/Loop 49 roadway on new location with limits from the planned Loop 49 West/IH 20 Interchange to a point along the existing US 69 north of the City of Lindale. The proposed project would be approximately 5 to 6 miles in length, depending on the alternative selected. This project would primarily serve as a connector/continuation between Loop 49 and US 69 and will be evaluated as a toll road candidate project.

A Feasibility Study prepared in 2001 evaluated four corridor alternatives along new location right-of-way and a No-Build alternative, resulting in the identification of a recommended study corridor. Subsequent public involvement opportunities have identified additional study corridors. Evaluation of these corridor alternatives, as well as a reasonable number of alignment alternatives within the study corridors, will be documented in the Environmental Impact Statement (EIS). The study area is illustrated on the attached exhibit.

Need for the Proposed Action

The proposed improvements would be designed to provide a safe and efficient transportation corridor. TxDOT has identified the following underlying needs that the project would address: safety, system linkage, capacity and corridor preservation.

Safety

- A considerable amount of development including retail development has occurred in the area surrounding Tyler. Residential, industrial and commercial growth has also occurred in and around the City of Lindale. The cities of Tyler and Lindale expect the trend in increasing development to continue. Accompanying the economic benefits of development is an increase in traffic volumes that is impacting the existing US 69 system, with increased congestion occurring in downtown Lindale. Completion of the Loop 49 West facility without a US 69 Reliever Route being in place would force Loop 49 West traffic traveling through on US 69 to utilize the current roadway through Lindale, greatly increasing the traffic volume and decreasing roadway safety on the existing facility.

The traffic based on the Design Year 2007 for US 69 without the reliever route is estimated to 29,000 vehicles per day from IH 20 north to Eagle Spirit Dr. From Eagle Spirit Dr. to FM 16 there will be an estimated 18,300 vehicles per day. From FM 16 north there is an estimated 15,800 vehicles per day. These numbers increase greatly for the future Average Daily Traffic (2027). From IH 20 north to Eagle Spirit Dr. the traffic is estimated to be 35,000 vehicles per day. From Eagle

Spirit Dr. north to FM 16 it is estimated to 22,100 vehicles per day. From FM 16 north it is estimated to be 19,200 vehicles per day. This section of roadway is already too congested. The existing roadway consists of four travel lanes with a continuous left turn lane.

The traffic based on Design Year 2007 on US 69 with the reliever route, is projected to decrease. From IH 20 to Eagle Spirit Dr. there is an estimated 23,600 vehicles per day. From Eagle Spirit Dr. to FM 16, there is an estimated 13,000 vehicles per day. From FM 16 north, the traffic is estimated to be 11,200 vehicles per day. The future Average Daily Traffic for 2027 on US 69 is projected to be less than the existing traffic on US 69 without the reliever route. From IH 20 to Eagle Spirit Dr., traffic is projected to be 28,400 vehicles per day. From Eagle Spirit Dr. to FM 16, the traffic is projected to be 15,600 vehicles per day. From FM 16 north the traffic is projected to be 13,600 vehicles per day.

The reliever route traffic based on the Design Year 2007 shows some needed relief to US 69. From IH 20 to FM 849 the traffic is estimated to be 5,500 vehicles per day. From FM 849 to FM 16, the traffic is estimated to be 5,250 vehicles per day. From FM 16 to US 69 north of Lindale, the traffic is estimated to be 4,560 vehicles per day. The future Average Daily Traffic for 2027 for the same area shows a slight increase of traffic. From IH 20 to FM 849 traffic is projected to be 7,900 vehicles per day. From FM 849 to FM 16 traffic is projected to be 7,600 vehicles per day. From FM 16 north to US 69 north of Lindale traffic is projected to be 6,700 vehicles per day. This slight increase of vehicles on the reliever route would help alleviate the congestion on US 69 through the City of Lindale.

US 69 without reliever route		From IH 20 to Eagle Spirit Dr	From Eagle Spirit Dr. to FM 16	From FM 16 north
		2007 ADT	2027 ADT	2027 ADT
US 69 with reliever route	2007 ADT	29,000 vpd	18,300 vpd	15,800 vpd
	2027 ADT	35,000 vpd	22,100 vpd	19,200 vpd
US 69 with reliever route	2007 ADT	23,000 vpd	13,000 vpd	11,200 vpd
	2027 ADT	28,400 vpd	15,600 vpd	13,600 vpd

Traffic Data taken from the Feasibility Study for Lindale Reliever Route. vpd – vehicles per day
ADT – Average Daily Traffic; 2007 – Design Year ADT; 2027 – Future ADT

US 69 with Reliever Route		From IH 20 to Eagle Spirit Dr.	From Eagle Spirit Dr. to FM 16	From FM 16 north	From IH 20 to FM 849	From FM 849 to FM 16	From FM 16 to US 69 north of Lindale
		23,600 vpd	13,000 vpd	11,200 vpd	NA	NA	NA
		28,400 vpd	15,600 vpd	13,600 vpd	NA	NA	NA
Lindale Reliever Route	2007 ADT	NA	NA	NA	5,500 vpd	5,250 vpd	4,560 vpd
	2027 ADT	NA	NA	NA	7,900 vpd	7,600 vpd	6,700 vpd

Traffic Data taken from the Feasibility Study for Lindale Reliever Route. vpd – vehicles per day
ADT – Average Daily Traffic; 2007 – Design Year ADT; 2027 – Future ADT

System Linkage

- A factor in determining the need and location of the Lindale Reliever Route is part of TxDOT's Loop 49 around the City of Tyler. The southern and western sections of the Loop (Loop 49 West) around Tyler has received a designation as a toll road and the proposed Lindale Reliever Route facility would be an extension of Loop 49 continuing north and tying into existing US 69 north of Lindale, providing an important link in regional transportation mobility.
- Loop 49 will provide a critical link in the integrated regional transportation network, ultimately providing a circumferential loop around the City of Tyler (when combined with IH 20) while allowing through-traffic to bypass the existing and increasingly congested roadway network within the city, particularly US 69 (which transits highly populated residential areas through Tyler). US 69 is a component of the Texas Trunk System and provides for the safe, effective, and efficient movement of people and freight goods in east and northeast Texas.

Capacity

- The proposed facility would be designed to provide adequate capacity to meet future traffic demands and volumes. The upgrade of US 69 from Lindale to Mineola to a four-lane divided facility is under construction and Loop 49 West is approved and moving forward. The Lindale section would create a bottleneck between these two upgraded roadway sections if a reliever route/connector is not constructed. US 69 north of Lindale, IH 20 and Loop 49 West will be divided freeway facilities without stop lights/signs, unlike the section of US 69 through downtown Lindale, which includes an urban, undivided section with multiple stops.

Corridor Preservation

- The proposed action would acquire and preserve approximately 450 feet of right-of-way for current and future transportation improvements within the study limits. Adequate right-of-way would be acquired for future entities to construct additional main lane and potentially frontage road capacity, as funding becomes available and the travel demand dictates. Much of the additional right-of-way to be acquired for the proposed facility is currently undeveloped. However, development is occurring rapidly within the area. Future acquisition of developed right-of-way would be much more expensive for local and statewide taxpayers. Note that future construction of an ultimate freeway facility would be addressed in a future NEPA document.

Purpose of the Proposed Action

The purpose of the proposed project will serve the stated needs by:

- Improving safety, thereby reducing accident rates.
- Providing a highway which would facilitate the movement of people and goods throughout the region. The proposed facility would complement the regional US 69 and Loop 49 concepts.
- Providing adequate capacity to meet future traffic demands and volumes. Improving capacity is consistent with the policies and goals adopted within the Tyler District's long range plans and the Tyler Metropolitan Planning Organization's (MPO's) plan, Tyler Area Metropolitan Transportation Plan 2030.

**US 69/Loop 49 North
Lindale Reliever Route**

Smith County

**From the planned Loop 49 West/IH 20 Interchange to a point
along the existing US 69 north of the City of Lindale**

Environmental Impact Statement Coordination Plan

CSJ 0190-04-033

Prepared by:

**Texas Department of Transportation
Tyler District Office
Tyler, Texas**

Revised February 2007

The purpose of a Coordination Plan (Plan), one of several requirements under Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Act: a Legacy for Users (SAFETEA-LU) bill of 2005, is to coordinate public and agency (Federal Lead, Joint Lead, Cooperating, Participating) participation and comment during the environmental review process associated with the preparation of an environmental impact statement (EIS) for the extension of US 69/Loop 49 in Smith County, Texas. The Plan integrates The National Environmental Policy Act of 1969, as amended (NEPA) requirements with other environmental review and consultation requirements in order to reduce delay in the environmental review process.

This Plan has been prepared in collaboration with the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) and consists of the following sections:

- Section 1. Agency Definitions
- Section 2. Agency Expectations
- Section 3. Specific Milestones Review Process
- Section 4. Issues Resolution Process
- Exhibit 1. Preliminary Schedule for Completion of Environmental Review Process

The Plan for the US 69/Loop 49 North Lindale Reliever Route project is preliminary, and is subject to change based on the input of Federal Lead, Agency (FHWA), Joint Lead Agency (TxDOT), Participating and Cooperating entities. The preliminary schedule for completion of the environmental review process is attached as Exhibit 1.

1. AGENCY DEFINITIONS

Federal Lead Agency: The Department of Transportation agency conducting the NEPA analysis. For US 69/Loop 49, this is FHWA.

Federal Lead Agency	Contact Person / Title	Phone / Email
Federal Highway Administration (FHWA)	Mohammad Farhoud / Area Engineer	(512) 536-5925 Mohammad.Farhoud@fhwa.dot.gov

Joint Lead Agency: A project sponsor that is a state or local government receiving SAFETEA-LU funds. For US 69/Loop 49, this is TxDOT.

Joint Lead Agency	Contact Person / Title	Phone / Email
Texas Department of Transportation (TxDOT) Tyler District	Jay Tullos / Environmental Coordinator	(903) 510-9153 jtullos@dot.state.tx.us
	Amy Stotts / Environmental Specialist	(903) 510-9107 astotts@dot.state.tx.us

Cooperating Agencies: Federal agencies other than the Federal Lead Agency who have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. For US 69/Loop 49, these are:

Cooperating Agencies*	Contact Person / Title	Phone / Email
U.S. Army Corps of Engineers	Neil Lebsock / Regulatory Specialist	(817) 886-1743 neil.m.lebsock@swf02.usace.army.mil

* Cooperating Agencies are also considered to be Participating Agencies.

Participating Agencies: Federal, state, regional or local agencies who may have an interest in the project. For US 69/Loop 49, these are:

Participating Agencies	Contact Person / Title	Phone / Email
City of Hide-a-Way*	Bill Kashouty / Mayor	(903) 597-2221 billk558@cox.net
City of Lindale*	Jim Cox / City Administrator	(903) 882-3422 jimcox@lindaletx.gov
City of Tyler*	Joey Seeber / Mayor Barbara Holly / Planning and Zoning Tom Mullins / Economic Development	(903) 531-1250 (903) 531-1175 (800) 648-9537 tmullins@tylertexas.com
East Texas Council of Governments (ETCOG)	Glynn Knight / Executive Director	(903) 984-8641
Northeast Texas Regional Mobility Authority (NETRMA)*	Jeff Austin, III / Executive Director (Chairman)	(903) 595-6585 jeff3@austinbank.com
Sabine River Authority	Jerry Clark / Executive Director	(409) 746-2192
Smith County*	Bill Bala, P.E. / Engineer	(903) 590-4800 www.wbala@smith-county.com

	Becky Dempsey / County Judge*	(903) 535-0577 bdempsey@smith-county.com
Smith County Historical Commission	Randall Gilbert / Smith Co. Historical Chair	(903) 593-2403 info@smithcountyhistory.org
Texas General Land Office (GLO)	Jerry Patterson / Commissioner	(512) 463-5001
Texas Railroad Commission		(903) 512-463-7288
Tyler Chamber of Commerce	Henery Bell / Chief Operating Officer	(903) 592-1661 hbelle@tylertexas.com
Tyler Metro Chamber of Commerce	Dorothy Franks	(903) 593-6026
Tyler Metropolitan Planning Organization (MPO)*	Heather Nick / Senior Planner / MPO Coordinator	(903) 531-1174 hnick@tylertexas.com
United States Environmental Protection Agency (U.S.EPA)	Norm Sears	(214) 665-8336 sears.norman@epa.gov
State Historical Preservation Office (SHPO)	F. Lawerance Oaks / State Historic Preservation Officer	(512) 463-6100 l.oaks@thc.state.tx.us
Texas Commission on Environmental Quality (TCEQ)	Dan Burke	(512) 239-0011
Texas Historical Commission (THC)*	Adrienne V. Campbell / Historian	(512) 936-7403 Adrienne.Campbell@thc.state.tx.us
Texas Parks and Wildlife Department (TPWD)—Athens Office*	Karen Hardin / Program Specialist	(903) 675-4447 Karen.Hardin@cox-internet.com
Texas Parks and Wildlife Department (TPWD)	Celeste Brancel-Brown	(512) 389-4800
United States Department of Agriculture-USDA-Natural Resources Conservation Service (NRCS)-Tyler Office	Susan Baggett / State Resource Conservationist	(254) 742-9805 Susan.Baggett@tx.usda.gov
U.S. Fish and Wildlife Service (USFWS)	Thomas J. Cloud / Field Supervisor	(817) 277-1100 Tom.Cloud@fws.gov
Absentee-Shawnee Tribe of Oklahoma	Larry Nuckolls / Governor	(405) 275-4030

Caddo Nation of Oklahoma	LaRue Parker / Chairperson	(405) 656-2344
Cherokee Nation of Oklahoma	Chadwick Smith / Principal Chief	(918) 456-0671
Comanche Nation of Oklahoma*	Ruth Toahty	(580) 492-3797
Eastern Shawnee Tribe of Oklahoma	Charles D. Enyart / Chief	(918) 666-2435
Kickapoo of Kansas	Russell Bradley / Chairperson	(785) 486-2131
Kiowa Indian Tribe of Oklahoma	Billy Evans Horse / Chairperson	(580) 654-2300
Mescalero Apache Tribe	Mark Chino / President	(505) 464-4494
Muscogee (Creek) Nation of Oklahoma	A.D. Ellis / Principal Chief	(918) 732-7604
Quapaw Tribe of Indians	Tamara Summerfield / Chairperson	(918) 542-1853
The Delaware Nation*	Edgar French / President	(405) 247-2448
Thlopthlocco Tribal Town	George Scott / Acting Town King	(918) 623-2620
Tonkawa Tribe of Indians of Oklahoma	Anthony Street / President	(580) 628-2561
United Keetoowah Band of Cherokee Indians	George Wickliffe /Chief	(918) 456-5491
Wichita and Affiliated Tribes	Gary McAdams / President	(405) 247-2425

Entities marked with an asterisk () have notified TxDOT of their desire to be a Participating Agency.

2. AGENCY EXPECTATIONS

The expectations for Federal Lead Agency and Joint Lead Agency are:

- Take such action as is necessary and proper to facilitate the expedited review of the environmental review process.
- Ensure that any EIS or other document required under NEPA is completed in accordance with SAFETEA-LU and applicable federal law.
- Provide as early as practicable, but no later than the appropriate project milestone, project information on need and purpose, environmental resources, alternatives and proposed methodologies.
- Provide the Plan to Participating and Cooperating Agencies.
- The Federal Lead Agency (FHWA) will have ultimate responsibility for:
 1. Review and approval of a NEPA document.
 2. Ensuring that the Joint Lead Agency (TxDOT) complies with all design and mitigation commitments.

- Development of a project need and purpose, the range of alternatives to be considered and other procedural matters.
- Involve the following tribal governments in the NEPA process:

Absentee Shawnee Tribe of Oklahoma	Caddo Nation of Oklahoma
Cherokee Nation of Oklahoma	Comanche Nation of Oklahoma*
Eastern Shawnee	Kickapoo of Kansas
Kiowa Indian Tribe	Mescalero Apache
Muscogee Nation	Qupaw Tribe
The Delaware Nation*	Thlopthlocca Tribal Town
Tonkawa Tribe	United Keetoowah Band of Indians
Wichita & Affiliated Tribes	

Tribes marked with an asterisk () have notified TxDOT of their desire to be involved.

The expectations for Cooperating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent an agency from the granting a permit or other approval needed for the project.
- Share information that may be useful to the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT), and Cooperating and Participating Agencies.
- Participate in meetings and field reviews.
- Assume, at the request of the Federal Lead Agency (FHWA), responsibility for preparing analysis over which that Cooperating Agency has special expertise.
- Make support staff available at the Federal Lead Agency (FHWA) request.
- Generally use their own resources and funds.
- Review and comment on preliminary drafts of Draft EIS and Final EIS.

The expectations for Participating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.
- Identify as early as practicable any issues that could substantially delay or prevent the an agency from granting a permit, delay completion of the environmental review process, or result in denial of approval needed for the project.
- Provide input on need and purpose, methodologies, alternatives within 15 days of receipt thereof.
- Respond affirmatively in writing to the letter of invitation (for non-federal agencies) within 30 days of receipt thereof.

- Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof.
- Provide input on this Plan and schedule.
- Participate as needed in Issues Resolution Process described in Section 4.

Specific coordination with the State Historic Preservation Officer (SHPO) will be in accordance with the TxDOT/SHPO Memorandum of Agreement (MOA).

3. SPECIFIC MILESTONES REVIEW PROCESS

The Federal Lead Agency (FHWA) and the Joint Lead Agency (TxDOT) commit to the following coordination with Participating and Cooperating Agencies:

- Invitations to be a Participating Agency will be sent, along with information about the project and specific direction to flag any issues of concern (at the beginning of scoping process).
- Request for review of the project need and purpose (response to be provided within 15 days of receipt thereof). This information on need and purpose will be provided to Participating Agencies by the Joint Lead Agency (TxDOT) as a part of the scoping process.
- Provision of pertinent information about environmental and socioeconomic resources in the area. This information will be provided by written correspondence or in a meeting.
- Review of the following information related to alternatives:
 1. Proposed range of alternatives (including relationship to previous planning studies)
 2. Proposed methodologies for screening of alternatives
 3. Proposed Draft EIS alternatives
 4. Proposed Recommended Preferred Alternative

This information will be provided in meetings and/or by written correspondence. Response to be provided back to the Joint Lead Agency (TxDOT) about each of these within 15 days of receipt thereof.

- Provision of Draft EIS (Response to be provided within 30 days of receipt thereof).

Exhibit 1 contains details regarding each project milestone. The milestone review process will include the following:

I. Notice of Intent (NOI) and Scoping Activities. Publication of the NOI occurred in the Texas Register on August 11, 2006, and in the Federal Register on August 18, 2006. An agency/public scoping meeting was held on September 25, 2006, at the Lindale High School auditorium.

II. Development of Need and Purpose. The Joint Lead Agency (TxDOT) mailed letters of invitation to the initial scoping meeting to potential Participating and Coordinating Agencies, in order to solicit comments on the draft Need and Purpose and provide them with the draft Coordination Plan and project schedule for their comments. If the project schedule is later modified, the modified schedule will be distributed to agencies/entities identified as Participating and Coordinating agencies. The agency comment period was 30 days. The contacted agencies did not have comments on the draft Need and Purpose or draft Coordination Plan. Note: A copy of the Need and Purpose Statement is attached to this Coordination Plan.

Participating and Coordinating Agencies were contacted by letter dated August 14, 2006, to either accept or deny becoming a Participating and Coordinating Agency. TxDOT will solicit comments on the analysis of project alternatives from all participating agencies. The agency comment period will not exceed 30 days. If comments regarding methodologies and level of detail to be used in the analysis of project alternatives are provided, the commenting agency should describe the alternate methodology that it prefers and state why. After the Participating Agencies have had the opportunity to comment and provide input, TxDOT/FHWA will compile their input and make a decision on the methodology and level of detail to be used, and relay that decision to participating agencies.

TxDOT held a public/agency scoping meeting on September 25, 2006, in order to solicit comments on the scope of the EIS, as well as the draft Need and Purpose statement and draft Coordination Plan. The draft Coordination Plan included a preliminary project schedule. Approximately 115 people attended the meeting, which included an open house period as well as a formal presentation by the TxDOT project manager. No verbal or written comments regarding the draft Need and Purpose or Coordination Plan were received from members of the public or agencies. Several comments regarding potential alternatives to be considered were submitted.

TxDOT will hold a second public/agency scoping meeting in Winter 2007 in order to present the refined Need and Purpose and move toward a discussion of alternatives to be considered. The public meeting will be publicized and will take the form of a meeting/workshop, to include solicitation of verbal or written input. In addition, conference calls, website postings, distribution of printed materials, meetings with affected property owners, or other means as appropriate will be utilized in order to seek additional public input. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol.

The project schedule was made available in the draft Coordination Plan distributed at the September 25, 2006 meeting. In the future, the schedule will be made available by posting on a project website, distributing to the people on a project mailing list, or handing out at future public meetings. If the schedule is modified, the modified schedule will be shared with the public in the same way as the previous schedule. The public comment period will not exceed 30 days.

TxDOT will hold an additional public involvement opportunity to solicit comments on the project alternatives. The public involvement opportunity will be publicized and will take the form of a meeting/workshop, and include solicitation of verbal or written input. In addition, conference calls, website postings, meetings with participating agencies and affected property owners, distribution of printed materials, or other means as appropriate will be utilized in order to seek additional public input. TxDOT will advertise the public involvement opportunity according to established TxDOT/FHWA protocol. The public comment period will not exceed 30 days.

III. Identification of Range of Alternatives. The Joint Lead Agency (TxDOT) will determine the appropriate methodologies and level of detail required in the analysis of each alternative, in consultation with the Lead Federal Agency (FHWA) and the public.

IV. Collaboration on Impact Assessment Methodologies. The Joint Lead Agency (TxDOT) will collaborate with the Federal Lead Agency (FHWA), Cooperating and Participating Agencies regarding the methodologies to be utilized in the impact assessment process. The method of collaboration will be primarily informal communications. Products of this process, such as comparison matrices or impact summaries, will be circulated to those entities requesting a participating role in the project, for their review and comment.

V. Completion of DEIS. Notice of publication of the Draft EIS (DEIS) will be published in the Federal Register. The comment period for agencies and the public is not to exceed 60 days after publication. A Public Hearing will be held after the DEIS is approved. The Joint Lead Agency (TxDOT) will advertise the Public Hearing according to established TxDOT/FHWA protocol.

VI. Identification of the Preferred Alternative and the Level of Design Detail. After the completion of the scoping process, the Joint Lead Agency (TxDOT) will develop a reasonable number of alignment alternatives (at least two), which will be carried forward (along with the No Build Alternative) for detailed evaluation in the EIS document. All reasonable alternatives, as well as the No Build, will be evaluated to an equivalent level of detail in the DEIS document.

VII. Completion of the Final Environmental Impact Statement (FEIS). If the DEIS identifies one of the build alternatives as the recommended preferred alternative, the Joint Lead Agency (TxDOT) will request from the Federal Lead Agency (FHWA) permission to develop the FEIS, a higher level of design detail than for the other

alternatives. This request may be included in a letter to the Lead Federal Agency (FHWA) requesting acceptance of the identification of a preferred alternative.

VIII. Completion of the Record of Decision (ROD). Following approval of the FEIS, the Lead Federal Agency (FHWA) will prepare a Record of Decision (ROD) for the proposed undertaking. This ROD will summarize the findings of the EIS process and compile a list of commitments included in the FEIS document.

IX. Completion of Permits, Licenses, or Approvals after the ROD. All required permits, licenses or approvals identified in the Final EIS will be obtained prior to the initiation of construction, in a manner consistent with all local, state and federal laws.

4. ISSUES RESOLUTION PROCESS

The Federal Lead Agency (FHWA), the Joint Lead Agency (TxDOT), Cooperating and Participating Agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Based on information received from the Federal Lead Agency (FHWA), Joint Lead Agency (TxDOT), Cooperating and Participating Agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project.

Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.

If issues are not being resolved in a timely manner:

- An official issues resolution meeting will be scheduled.
- If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by the Federal Lead Agency (FHWA) that all information necessary to resolve the issues has been obtained, then
- The Federal Lead Agency (FHWA) will notify the heads of all Participating and Cooperating Agencies, the Governor, the Committee on Environment and Public Works of the Senate, the Committee on Transportation and Infrastructure of the House of Representatives and the Council of Environmental Quality, and
- The Federal Lead Agency (FHWA) will publish such notice in the Federal Register.

5. EIS Advisory Committee

The EIS Advisory Committee will be moderated by the Joint Lead Agency (TxDOT). FHWA and TxDOT will strive for consensus while retaining the authority to make final decisions. The Cooperating Agency (U.S. Army Corps of Engineers) is offered a "higher status of comment" since they have jurisdiction by law in their area of expertise. The Participating Agencies will offer comments for consideration by FHWA and TxDOT. Accepting the designation as a

Participating Agency does not indicate project support and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable. Not all comments are weighed the same.

The Tyler District has decided not have the EIS Advisory Committee.

Table 1
Preliminary Schedule for Completion of Environmental Review Process
for Proposed US 69/Loop 49 Lindale Reliever Route

Activity	Expected Occurrence
I. Notice of Intent (NOI) Publication and Scoping Activities	August-September 2006
II. Development of Need and Purpose	August-November 2006
III. Identification of Range of Alternatives	Winter 2007 (Jan. / Feb.)
IV. Identify Impact Assessment Methodologies	Winter 2007 (Jan. / Feb.)
V. Completion of the DEIS	Spring 2007
VI. Identification of the Preferred Alternative and the Level of Design Detail	Winter/Spring 2007
VII. Completion of the FEIS	Fall 2007
VIII. Completion of Record of Decision (ROD)	Winter 2007/2008
IX. Completion of Permits, Licenses, or Approvals after the ROD	Pre-Construction (based on funding availability)

E-7 Farmland Conversion Impact Rating – February 11, 2008

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 2/11/08	4. Sheet 1 of _____
1. Name of Project Loop 49 N / US 69 Lindale Relief Route		5. Federal Agency Involved FHWA	
2. Type of Project Transportation		6. County and State Smith County, Texas	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS	2. Person Completing Form
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form).		YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %	
8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	423	450		
B. Total Acres To Be Converted Indirectly, Or To Receive Services	0	0		
C. Total Acres In Corridor	423	450	0	0

PART IV (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	13	14		
2. Perimeter in Nonurban Use	10	7	8		
3. Percent Of Corridor Being Farmed	20	3	3		
4. Protection Provided By State And Local Government	20	0	0		
5. Size of Present Farm Unit Compared To Average	10	10	10		
6. Creation Of Nonfarmable Farmland	25	0	0		
7. Availability Of Farm Support Services	5	5	5		
8. On-Farm Investments	20	10	10		
9. Effects Of Conversion On Farm Support Services	25	0	0		
10. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL CORRIDOR ASSESSMENT POINTS	160	48	50	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100				
Total Corridor Assessment (From Part VI above or a local site assessment)	160	48	50	0	0
TOTAL POINTS (Total of above 2 lines)	260	48	50	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing this Part: _____ DATE: _____

NOTE: Complete a form for each segment with more than one Alternate Corridor

E-8 Smith County Floodplain Administrator Coordination Meeting Notes April 29, 2013

Meeting Agenda & Notes

April 29, 2013 1:30 pm
Smith County Road and Bridge Office
Tyler, Texas

Type of Meeting:

US 69 Lindale Reliever FEMA Floodplain coordination meeting

Meeting Attendees:

John Goodwin and Glen Cowart with H. W. Lochner, Inc.

Doug Nicholson, FEMA Floodplain Administrator with Smith County

I. Project Status

DEIS being updated (submittal to FHWA late spring, hoping for Public Hearing this Summer/Fall).

Alternative D, G, and No Build Alternatives evaluated in detail in DEIS.

Alternative G identified as being technically preferred locally.

II. Potential Floodplain Impacts

Alternate D: Stevenson Branch & Davis Branch.

Alternate G: Stevenson Branch & Davis Branch.

III. Anticipated FEMA Design Approach

Meet TxDOT Hydraulic Design Manual requirements; meeting FEMA Design requirements (typical TxDOT project design).

IV. Anticipated Project Construction

Unknown letting (earliest estimated construction letting of September 2016).

Anticipate project being part of Toll 49, managed by NETRMA.

Estimate 2 years to construct initial 2 lane toll road.

V. Questions/Directives

None

VI. Adjournment

2:00 pm

2012 Short-Term Network: Existing (2007) + Committed Projects to Year 2012

The model network includes all of the roadways that currently exist except residential or local streets. In addition, this network also includes projects that are far enough along in their development cycle and have funding commitments through the region's transportation improvement program to ensure they will be constructed by year 2012. These "committed" projects, when combined with the existing roadway network, make up the "existing and committed" network. Committed projects, shown in **Table 6-5**, are programmed and funded for construction in the next few years through 2012. **Figure 6-8** depicts the 2012 roadway network.

TABLE 6-5 – COMMITTED PROJECTS TO YEAR 2012

Project ID	Project Location	Project Limits
1	Loop 49 (Segments 2,3a,5)	IH 20 to SH 110
2	Towne Park Ext.	Loop 323 to SH 155
3	Sunnybrook Ext.	SH 155 to Loop 323
4	Rice Rd	Old Jacksonville Rd to SH 155
5	Old Omen Rd	University Blvd to Shiloh Rd
6	Grande Blvd	Broadway Ave to SH 110
7	Copeland Rd	Rieck to Grande Blvd
8	Old Jacksonville Hwy	Grande Blvd to FM 2813
9	FM 346	FM 756 to Hagan Rd

Source: MPO Transportation Improvement Program

2035 Long-Term Network: 2012 + Committed Projects Beyond 2012

The City of Tyler's 10-year CIP included roadway improvements anticipated for completion beyond 2012. The NET RMA also anticipates the completion of several segments of Loop 49. **Table 6-6** presents a summary and **Figure 6-9** shows the locations of those improvements.

TABLE 6-6 – COMMITTED PROJECTS BEYOND 2012

Project ID	Project Location	Project Limits	Project Description
1	Cumberland Rd Ext.	Broadway Ave to Old Jacksonville Hwy	New 4-lane section
2	Shiloh Rd	Rhones Quarter to Copeland Rd	Widening to add a center turn lane
3	Roy Rd	Paluxy Dr to Rhones Quarter Rd	Reconstruction/widening to add a center turn lane
4	Rice Rd	Old Bullard Rd to Old Jacksonville Rd	Reconstruction/widening to add a center turn lane at some locations
5*	Loop 49 (Segment 3b)	SH 31 to IH 20	New 2-lane section
6*	Loop 49 (Segment 4)	IH 20 to US 69	New 2-lane section
7*	Loop 49 (Segment 6)	SH 110 to US 271 (East Loop)	New 2-lane section

* Phase I construction of Loop 49 is a 2-lane roadway. Phase II development of this facility is a 4-lane divided expressway.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2013-2016
TYLER METROPOLITAN PLANNING ORGANIZATION
FY 2014

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
10 - TYLER	SMITH	0190-04-033	US 69	E	LINDALE		\$ 5,961,756
LIMITS FROM US 69, NORTH OF LINDALE, S						REVISION DATE: 07/2012	
LIMITS TO: IH 20 AT LP 49 (LP 49 EXTENSION)						MPO PROJ NUM: SM-30	
PROJECT CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION AS EXTENSION OF						FUNDING CAT(S): 3-LC	
DESCR: LP 49 (ULTIMATE 4-LANE FACILITY) (TOLL)							
REMARKS APPROVED IN APPENDX C OF TIP; THIS PROJ ALSO LISTED IN 11-14						PROJECT HISTORY: CONSTRUCT 2-LNS CONTROLLED ACCESS TOLL ROAD ON NEW LOCATION AS EXTENSION OF LP 49 (ULTIMATE 4-LANE FACILITY) (TOLL), SEG 4 POSS FUNDING SOURCES: TOLL REVENUE BACKED BONDS, LOCAL LEVERAGE	
P7: STIP							
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 3,084,752	COST OF APPROVED PHASES: \$ 5,961,756	FEDERAL	STATE	LOCAL	LC	TOTAL
ROW PURCHASE:	\$ ()		3-LOCAL CONTR:	\$ ()	\$ ()	\$ 5,961,756	\$ 5,961,756*
CONST COST:	\$ 62,954,128		TOTAL:	\$ ()	\$ ()	\$ 5,961,756	\$ 5,961,756
CONST ENG:	\$ 2,877,004						
CONTING:	\$ 5,212,602						
IND COSTS:	\$ 4,438,266						
BND FINANCING:	\$ ()						
TOTAL PRJ COST:	\$ 82,268,454						

PHASE: C = CONSTRUCTION, E = ENGINEERING, R = ROW, T = TRANSFER

* FUNDING NOT FIXED

